DURHAM - NEWMARKET

NH 108 – Transportation Enhancement & Safety Improvement Project
Public Informational Meeting

March 23, 2004 & March 24, 2004

Christopher Waszczuk, P.E.
Project Manager

Meeting Agenda

- □ Introduction (C. Waszczuk, NHDOT)
- □ Project Background & Project Need (C. Waszczuk, NHDOT)
- Proposed Conceptual Improvement Plan (J. MacDonald, Rizzo)
- Environmental Considerations (K. Nyhan, NHDOT)
- Project Schedule & Cost (C. Waszczuk, NHDOT)
- Questions/Comments

Public Participation Process

- Public Informational Scoping Meeting
- Public Informational Meetings
- Public Hearing & Design Approval

Scoping Meeting Comments

- Impacts to stonewalls
- Magnitude of the project
- Consideration for Wildcat Transit bus stops
- Preservation of rural character of the area
- Support for narrow travel lanes & measures to control speed
- Impacts to Lamprey River watershed & other wetlands

Project Limits

- Bay Road in Newmarket
- Oyster RiverBridge inDurham
- 3.4 Mile Segment



Project Background & Need

- □ Project Originated as TE in 1998 (Dept. Sponsored)
- SRPC
 - Critical Link in Seacoast MPO Bike Network
 - Heavily Used by UNH Bike Community
- NH 108
 - Narrow roadway absence of paved shoulders
 - ADT range from 10,000 to 13,000 vpd (2002)
 - Projected ADT 16,000 to 20,000 vpd (2025)
 - Number of geometric deficiencies
 - Accident data 140 accidents (Jan 1996 to Dec 2001)

- Existing Typical Section
 - Pavement width 24 feet+/-
 - Little or no shoulders
 - No accommodation of bicycles
- Substandard superelavation on horizontal curves
- Substandard vertical curves



Intersection Sight Distance

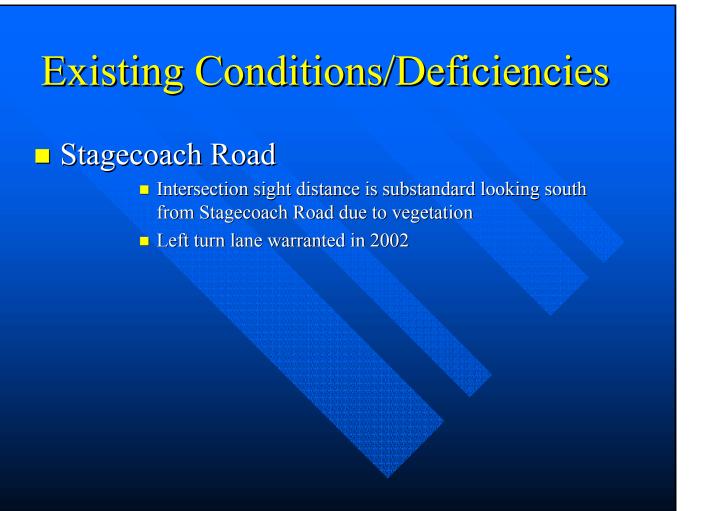
- Existing substandard sight distance is found at the following side road intersections:
 - Dame Road
 - □ Simons Lane (North and South)
 - Stage Coach Road
 - Longmarsh Road
 - Laurel Lane (North)
 - Durham Point Road

Durham Point Road

- "Y" configuration results in skewed intersections and 3 potential conflict points
- Left turn lane warranted in 2002
- Narrow width on south leg
- 10% approach grade on south leg

Bennett/Longmarsh Roads

- Substandard approach angle on Bennett Road
- 8% approach grade toward Rte 108 on Bennett Road
- Left turns into Longmarsh are close to warrants for a left turn lane



Durham Point Road- Southbound through traffic driving off pavement to pass vehicle waiting to turn left



 Durham Point Road- Southbound traffic queued behind left turning vehicle

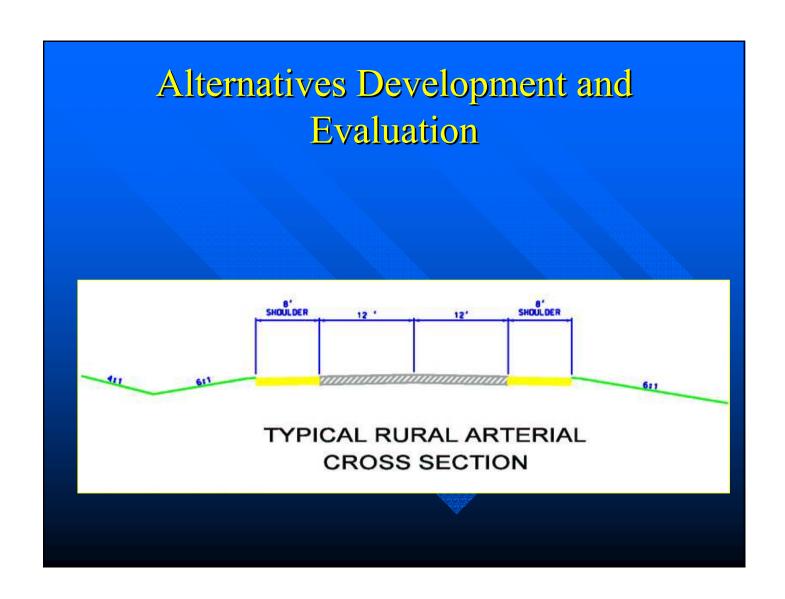


Accidents

- 140 accidents along corridor over six years (1996-2001)
- 10 intersection related accidents at Durham Point Road-7 involved southbound left turns
- 10 intersection related accidents at Bennett/Longmarsh
- Remainder of accidents spread over corridor

Alternatives Development and Evaluation

EXISTING TYPICAL CROSS SECTION

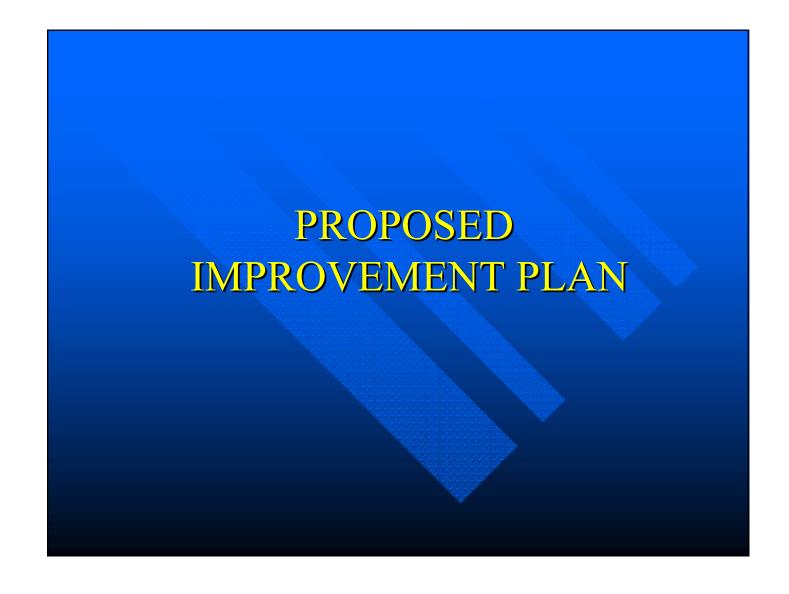


Alternatives Development and **Evaluation** SHOULDER PROPOSED TYPICAL **CROSS SECTION**

Issues and Constraints

- Newmarket
 - Existing curb
 - Sidewalk connections
 - Historic district
 - Driveways
 - Proximity of properties to roadway
- Newmarket-Durham Connection
 - Longmarsh Brook Bridge
 - Wetlands (steeper slopes)
 - Aesthetics (limit guardrail)
 - Flooding (Status quo)

Issues and Constraints Durham Historic district Preserve stone walls Proximity of property to roadway Driveways Sidewalk connection



Existing View Looking West



Proposed View Looking West



Note: Aerial utilities not shown. Locations to be negotiated with utility company



Proposed View Looking West



Note: Aerial utilities not shown. Locations to be negotiated with utility company



Proposed View - Left Turn Lane Concept **Looking South** Note: Aerial utilities not shown. Locations to be negotiated with utility company

Proposed View - Bypass Shoulder Concept **Looking South** Note: Aerial utilities not shown. Locations to be negotiated with utility company

Proposed View - Standard Shoulder Option **Looking South** Note: Aerial utilities not shown. Locations to be negotiated



Natural Resource Considerations

- 1.0 ac (+/-) of wetland impacts
- Wetland mitigation
- Turtle/ amphibian mortality
- Blandings Turtles
- Lamprey River (NH Designated)

Historic Resources

- Durham Historic District
- Newmarket Historic District
- Individual properties along corridor
- Potential District at Bennett Road
- Next steps:
 - Archaeology
 - Finalize architectural history at individual properties

Consulting Parties to Section 106

- Projects with Federal Involvement
- Section 106 Process
- Consulting Parties to Section 106
- Interested Parties Notify:

Harry Kinter
Special Programs Manager
Realty Office, Federal Highways
279 Pleasant Avenue
Concord, NH 03301



Project Funding & Cost

- Federal Aid Transportation Enhancement Project
 - 80% Federal / 20% State
- Construction Cost
 - \$3.0 million
 - Construction funding FY09

Next Steps / Future Public Meetings Additional Public Informational Meetings?

- Additional Public Informational Meetings?
- Public Hearing & Design Approval

THANK YOU FOR YOUR ATTENTION Questions/Comments